

FRIDAY, NOVEMBER 22, 1901.

Subscriptions by Mail, Postpaid DAILY, per Month DAILY, per Year DAILY AND SUNDAY, per Year DAILY AND SUNDAY, per Month Age to foreign countries added.
THE SUN, New York City.

PARIS-Klosque No. 12, near Grand Hotel, and Klosque No. 10, Boulevard des Capucines.

our friends who favor us with manuscripts for cation wish to have rejected articles returned, they ust in all cases send stamps for that purpose

Breadth, Not Length, the Measure We observe some disposition to criticise, in advance, President ROOSEVELT'S first annual message to the Congress.

merely because the document is reported to be of extraordinary length, longer, in fact, than any message ever before submitted by any President of the United States.

This is unphilosophical and unjust.

The Constitution requires the President to give to the Congress from time to time information of the state of the Union, and to recommend for their consideration such measures as he shall judge necessary and expedient. There is absolutely no restriction upon the fulness of the information he shall give, or upon the number of measures he shall recommend for consideration.

Nor is there any prohibitory precedent in the practice of his predecessors in office. Every President must be the sole judge of the form which his communication shall take. His conscience and his sense of public duty must determine the matter, unhampered by outside considerations.

Mr. ROOSEVELT is quite right in taking all the space he needs for the explanation of his views; and the courtesy of the American public ought to be at least as considerate, in this respect, as the courtesy of the United States Senate.

Long or short, three thousand words or thirty thousand, the first annual message of the new President will be received respectfully, and be read and studied with uncommon interest.

The judgment passed upon it as political document and an intellectual performance will be based on quality. not quantity.

The Adjournment of the Anti-Reciprocity Convention.

The net results of the so-called Reciprocity Convention at Washington are not enlightening.

There is nothing novel in the recommendation for the establishment of a new Department of Commerce and Industries, with a Secretary holding a place in the President's Cabinet.

The proposition to refer any specific plan of reciprocity to a Commission. established as a permanent bureau of the new Department of Commerce and olndustries, merely whips the devil around

The most interesting feature of the resolutions which the Convention adopted before adjourning is the attempt to give us what THE SUN asked for the other day, namely, an accurate and satisfactory definition of reciprocity. This is attempted in resolution number 1:

the maintenance of the principle of protection for the home market and to open up by reciprocity tunities for increased foreign trade by specia odifications of the tariff, in special cases, but only where it can be done without injury to any one of our home interests of manufacturing, commerce, or farming."

We have italicized the important word. An attempt to amend by making the provision read "but only where it can be done without serious injury to any of the home interests" &c., was voted down in the Committee on Resolutions. The reciprocity contemplated by the Convention is a reciprocity wherein nothing is to be yielded by this country in a reciprocal way.

That is not the reciprocity Mr. BLAINE had in mind. That is not the reciprocity held in view in the treaties which President Mckinley negotiated through Mr. Kasson. The idea has been to concede something, to sacrifice smaller interests, perhaps, to some extent for the sake of bigger interests, to arrange matters so as to open new markets abroad, on the principle of the greatest good of the greatest number. But the Convention save No!

Nor is it the reciprocity demanded by the Republican platform of 1896, which laid down the principle upon which Mr. McKINLEY's Administration proceeded to negotiate:

Reciprocal agreements of mutual interest which gain open markets for us to return for our open markets to others."

No open market is to be gained for our products unless something is conceded in return. The idea of a one-sided reciprocity, all take and no give, is inperently abound.

Without regard to the soundness of the Convention's platform in the larger view of tariff policy, it was wrongly named It was not a Reciprocity, but an Anti-reciprocity Convention

The Barreraper in London

Attention is called in cable deepatches to the plane drawn for the construction. in the Strand, in London, of a twentystory building on the American plan. to cost \$10,000,000 and to be constructed by the elecieton steel method. The builders in London regard this as an provotion. No. in fact, it is there; and this particular extension of American methods of building may be the forecunner of their acceptance and adoption elsewhere it Europe

Existing conditions in London, however, are not so favorable to the success by Gen. Amsworts. Chief of the Record of "ekynorupers" on in the case here in London the general form of hand renting is by leaseholds for long terms. the property reserting to the owner. and the lessor meanwhile paying ground rent and taxes. Many old leases of this | reversals of the War Department rulings character, the rein of colonial days, remain in New York and have proved the foundation of many vast New York

nowadays, mammoth new office buildings, such as have enormously increased the value of New York property, are built on sites either owned outright by individuals or by large corporations which find such modern office buildings an excellent investment, or by syndicate companies, especially organized and capitalized for that purpose. In London the difficulty of acquiring by absolute ownership a site in an important business thoroughfare is a deterrent to the construction of big buildings which, at the close of the tenure, would revert to the land owners favored by

the English laws of entail. Another obstacle to the construction of American buildings in London is to be found in the fact that the topographical necessity for them does not exist to the same extent as here, where the configuration of the island limits rigidly the growth in area of the business part

of the city. The American plan of building-the use of steel instead of brick, of cement instead of masonry and of fireproof material instead of wood-has come to be understood and appreciated elsewhere, but in London it is likely to encounter the opposition which meets all innovations in a community tenacious

of old ideals, laws and usages. Whether such opposition will avail to postpone-for it cannot prevent-the adoption in London of modern American methods of skyscraper construction is conjectural, but one benefit certain to be derived from the adoption of the tall building will be an improvement in English elevators, or "lifts." The inferiority of those manufactured in England to those made in the United States is undeniable; and without elevators skyscrapers would be impossible, in a business sense. Their free and general use in the United States, the safety and celerity of their operation, and the progressive and convenient methods adopted in their handling, recall the jocose query of the American tourist in London who suggested when in an English "lift" that greater speed might perhaps be secured by making the elevator stationary and moving the floors as required.

The Reason Why.

Mr. ADRIAN BORREBACH of this city addresses to THE SUN a plain and entirely proper question:

" Reading THE SUN'S editorial article on England's concentration policy in South Africa, the thought struck me to ask why THE SUN is against interference on the part of the United States is the Boer war."

We shall allow the Secretary of State, representing both the foreign policy of President McKINLEY'S Administration and that of President ROOSEVELT'S, to answer this question for us. Mr. HAY said on Tuesday evening last:

" We are grieved and distressed when there are differences among them, but even then we should never think of trying to compose any of those differences except by the request of both parties to it. Not even our earnest desire for peace among them will lead us to any action which might offend their national dignity or their just sense of independence. We owe them all the consideration which we claim for ourselves."

The Secretary of State was speaking of the republics to the south of us, which come within the sphere of the Monroe Doctrine. The principle which he laid down applies with even greater force to the affairs of the British and the Boers. We are grieved and distressed by the situation in South Africa, but we should never think of intervention there except

at the request of both parties. When that request comes, not from one party but from both parties, the good offices of the United States Government will be at the service of the British and the Boers in the interests of peace. This has been the consistent and unexceptionable position of our Government since the Boer war began.

The War Department on Its Dignity.

The Secretary of War has taken up arms recently in defence of the records of his department, and of the right of the military authorities to make decisions in military matters. At first sight it would seem that those authorities were the proper and only persons to decide military points; but it appears that a custom has grown up in other departments of the Government to call upon the War Department for transcripts of records, and then to render decisions on matters involved, not always with regard to former rulings of the military authorities. This custom, Secretary

Root says in effect, must cease. In a recent circular the Secretary says that the calls upon the War Department by subordinate officers and employees of other departments for extended copies of records are so many that compliance with them has become burdensome. As a rule, these records " are desired for the purpose of ascertaining some fact relating to military status or service which is primarily the duty of the War Department to determine in the course of or as incident to the execution of the

law." The Secretary continues: " Where such a fact in to he determined judicially M. of course, he proper and is the practice of the department to produce the original records or stolauthenticated copies to the court for indicial conaddression. Where however such a fact is to be ascertained for the executive purposes it can only tend to confusion conflict and waste of public timto have numerous different members of the executive branch examining the same securds for the purpose of determining the same questions and to wholly measurementy. Whenever therefore such a fact is to be pacertained for the purpose of ageatte action and no statute requires a different course this department will answer peoper inquiries as to the fact ancestaining it from the examination of his own records, but will not furnish copies of he seconds or sintements from their to engine off. area at employees of muct executive departments to sevice sectains made by the War (reportment upon purely military questions or to make indu prodest decisions with regard to such questions

This order is the result of a suggestion and Pension Office supported by an opinion of Gen Lannes, lately Judge Advocate General of the Army, in which many instances of contradictory deciaione and more or less impertment were pointed out. Some of these may be quoted

" Mar a 1862 - Norwithstanding the decision of

United States, the Assistant Secretary of the In-terior held that the claimant contracted his disability while in the service of the United States and in the line of duty."

" MAY & 1807-The Assistant Secretary of the Interior determined upon a different date of dis charge from that decided by the War Department o be the correct date."

" JAN. 16, 1901-The facts shown by the records of the War Department are binding and conclusive upon this department (the Interior Department) but the deductions and conclusions of the officers of the War Department are not, and have never

In other cases other departments have 'accepted" the decisions of the Adjutant-General's office as to certain matters; have "accepted" the views of the Judge Advocates General on other matters; but again have declined to be bound by the rulings made in the course of business by the War Office authorities. Here are cases:

" MAY 27, 1886-Where it was decided in a certain case that a soldier was discharged to accept appointment as Captain, it was held by the Second Comptroller (of the Treasury) that he was discharged by reason of wounds."

" APRIL 4, 1899-The opinion of the Secretary of War that volunteer organizations ceased to be operating against the enemy on the dates on which they were notified that they were or were to be mustered out of service [was] not accepted."

A position since abandoned by the Treasury Department was that a soldier's military status dated from the day on which he was enrolled for service; the War Department held that it dated from is muster into the service.

Many other instances of accepting or refusing to accept the decisions of the War Department on military matters are given by Gon. LIEBER on Gen. AINS-WORTH'S suggestion; but those quoted here show how contradictory the views of other department officials have been with regard to matters coming within the jurisdiction of the army authorities. The entire custom has tended to degrade the War Department from its position as responsible for military affairs, and to make it merely an agency for collecting facts for other departments, which reserved the right to accept or not to accept them, and further to make decisions on the facts accepted.

The new order will change this state of affairs. It will save much time to the War Department, and more than that, will place the department again in the position of making decisions and rulings on army questions, which will have to be accepted by the other departments as final and authoritative.

Automobile Graphospasm.

Surely, no one has been foolish enough to suppose for an instant that that highgeared and marble-hearted wind chaser, the automobolist, could keep on running down plain, law-abiding citizens and decimating flock after flock of barnvard fowl without being overtaken. coner or later, by the gods of vengeance. Everybody must have understood that the time was near when this arch offender of slow-moving humanity would be called to account and, likely as not, made to suffer as a penalty some terrible affliction. But if there ever has been any doubt in the matter, it will disappear like morning dew before the terrifying announcement of medical science that the scorching "autoist" has developed unmistakable symptoms of scrivener's palsy, or, as it is specifically and technically designated, "automobile

graphospasm. We are informed by the Motor World made by a specialist in nervous disorders, who has treated several cases of it. Unlike some of the troubles which used to annoy bicycle scorchers, this new affliction doesn't bother itself about anything so trivial as the face or the neck or the ankles, whereof the temporary distress, although awkward and disagreeable, would not render a chauffeur totally incapable of guiding his machine. Automobile graphospasm seizes him where it knows it can hold him, in the arms, preferably the forearms, and before its victim suspects what is up, those valuable appendages become

utterly helpless. Think of the simultaneous and violent contraction, on the spur of the moment, of one's flexor profundus digitorum, flexor sublimus digitorum and flexor longus pollicis, a companied by a pronounced discolorat in of the surrounding epidermis! That is what happens to a fellow who falls prey to this newfangled twentieth century ailment; and, if we are rightly informed, is all caused by holding on like grim death to the automobile's steering apparatus

Is it any wonder that the chauffeur who finds that his flexors pollicis and digitorum have suspended operations. so that he no longer is able to control his machine, becomes terribly alarmed and wishes for the moment that automobiles never had been heard of? What could be more appalling than an attack of graphospasm when one is rushing along at a three-minute clip and doing his level best to avoid unpleasant contact with other objects in the road? The situation might not be so serious if the attack would let up somewhat upon the victim's scieme agreement to travel thereafter at the proper speed. But automobile graphospasm makes no such concession: its demands are artitrary and unconditional. The chauffour must bring his machine to a compiete standstill and allow it to remain no for a considerable time before the muscles of his arms will consent to be normal. Whether the scorcher likes this nort of treatment or and, there is no help for him unless he makes up his year in the actions mind to reform

How extremely fortunate are the thauffours to find out so such in their career what they may have to put up with' flight in the infancy of their aport they have learned that their flexors her Mr. musto't be monkeyed with it was bearing twelve years after the bicycle came into use before wheelmen found out that unions they stopped gripping their Recoupt handle bars so tightly they were haine at any time to an aggravated attack of parmethesis in the fingers, with inpaired sensibility, and also to acute paresis in the intercases, lumbricales, and the adductor policis."

fortune fin realty; but, almost invariably | the War Department that the Fifty eighth Pennsyl | Not until years after the "bicycle | of Coloquelly for some years

nose" had poked itself into the ranks of the cyclists and they had experienced a painful irritation of the mucous membrane of that organ, was it shown that the trouble resulted directly from breathing into the nostrils myriads of "spicules of triturated vegetable matter," which became firmly imbedded in the nasal tissues. A source of grave apprehension, also, was the "bicycle heart," until it was authoritatively announced that wheeling, instead of endangering the heart, might be extremely beneficial to it, particularly where "degenerated conditions of the muscular fibres' were involved, and in "dilated hearts either with or without compensatory hypertrophy."

The intrusion of automobile graphospasm among the chauffeurs is, no doubt, a regrettable occurrence; but its name isn't half as terrible as some which are likely to be applied to the alleged troubles of automobilists in the future.

Local Option for New York.

Undoubtedly this letter expresses the sentiment of a far greater number of the people of New York concerning liquor saloons than some of those who are advocating the general opening of these on Sunday have supposed:

" TO THE EDITOR OF THE SUN-Sir: The 'large number demanding drink' on Sunday is exaggerated. Very many of the working people cannot afford to drink and are sensible enough to refrain. The prevailing opinion cannot be gauged by that of any dozen or more of the ' most intelligent and distinguished men of the town.' What do the vast majority of the inhabitants, the respectable common people, think on the subject? If their dictum was obtainable it is quite probable they would promptly 'sit down' on the proposition. "Think of it! respectable business shops no

allowed to open on Sunday, but lounging places for drinkers, touts and scrappers permitted! And on a day when unlimited leisure means, in this nnection, unlimited license. Consistency! " Bear in mind that this country is the mos temperate of civilized lands. We consume in beer

and spirits, per capita, only 14.60 gallons yearly, against 38.21 for Britain, 33.08 for France, and T. H. C. 80.89 gallons for Germany. Even from the point of view of the temperance advocates themselves, this

is rather an argument for referring the question of Sunday opening to local option than a reason for denying to the people of New York the privilege and the right to decide it for themselves.

If the question was referred to local option by the Legislature it is safe to assume that a very remarkable temperance agitation would be the consequence. This would give the temperance advocates an unexampled chance to argue their cause before the people. They would also have the advantage of the assistance of those who, however much they may be in favor of Sunday opening as a general proposition, would be against it so far as their immediate neighborhood was concerned.

Even the strictest temperance advo cates, therefore, have good reason to favor local option as the most practicable temperance measure to be obtained. That seems to be the motive of Dr. Funk, the Prohibitionist, in proposing his plan of ward option.

This letter comes from one of the thousands or millions of nice girls whom we count among our friends the poets:

" TO THE EDITOR OF THE SUN-Sir: Severa nonths ago, in a moment of mental aberration, I offered to give you all the rhymes which I should write henceforth.

" I now withdraw that offer. I feel at perfect liberty to do so, as you have never paid any atten-

" Why should I send you my rhymes! You already have more such trash than you can read.

____, N. H., Nov. 16.* We do not remember the particular offer. There is a modesty and dignity about the manner of its withdrawal which impresses us

more than many stanzas or whole cantos.

COLLECTOR BIDWELL'S CASE.

A Letter from His Counsel TO THE EDITOR OF THE SUN-Sir! attention has been called by our client, Colector George R Bidwell, to certain publications which have recently appeared in the New York Herald, New York World, the Evening Post, the Tribune and the New York morning and evening Journal, which declare that charges have been preferred against him, and which contain serious imputations re-

lecting upon his private life We are requested to inform you that there no truth in any of these statements, that charges have been preferred against Mr. Bidwell, that none exists at this time, and that here are no facts which justify charges

We beg therefore to indulge the hope that THE SUN will maintain its attitude of reserve our duty to inform the newspapers which have given currency to these libelous state ments that they will be held to strict accounts-NICOLL. ANABLE & LINDSAY NEW YORK, NOV 20

All the Particulars

"Nine o clock, and in this condition!"

Mrs. Harliam was justly indignant and her hus band hastened to make the usual clean breast of the Partner said Gen's Buller's meshage to is their White was shatchacopped. Scuse me sicas spanicropped Beg pardon m dear 18d say shachpropped! Scuae me: He was rears ng to be polite to her

You perhaps refer in the spatchenoused or spaich dispatches, she interrupted. And you are so full han so kanh jer what I said. Cash

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Friday Twentern (secure) Club streets with Min-Mary Bittempory for Curpotis & Manufay spend to the sneubers of the Mannat's find Spanning opens to the members of the Mannat's find Spanning effectment templing particularly on the interactive department of the club which she has empented to take in charge for Mouring has been an entituding on the subject

Twenty of Them Are to Be Built for th

Uganda Ballroad. The British have just given a contract to the American Bridge Company of Philadelphia for the construction of twenty steel bridges along the line of the Uganda Railroad in East Africa. The amount involved is about \$1,000,000. English and Continental firms competed in the bidding, but their figures were higher and they could not guarantee to complete the work in so short a time as that agreed upon by the

Philadelphia company.

The ordering of these bridges is a part of the plan adopted over a year ago by the British Government to complete this great highway on a permanent basis. The first plans, on which the original estimates of cost were based, provided for wooden bridges, a partly ballasted line, the minimum equipment of rolling stock and the smallest possible station accommodations.

It was found that such extreme economy rould be very expensive in the long run The nature of the country precludes the possibility of working a partly completed line except at a prohibitive cost and at serious risk of accident. Accordingly, the road, which will be completed in a few months to Victoria Nyanza, is being completely ballasted and made as perfect as possible in all respects; this is the reason why the best of steel bridges have been ordered to replace the wooden structures already built and those which were soon to be constructed. All these improvements will make the line and its equipment cost about \$24,750,000, which is more than twice

the amount of the original estimate.

The building of this railroad is one of the most satisfactory enterprises yet undertaken in Africa. The British Government was authorized by Parliament to undertake the work, at the cost of the nation, in 1896. About 280 miles of track laying take the work, at the cost of the nation, in 1896. About 360 miles of track laying from Mombasa on the Indian Ocean toward Victoria Nyanza had been completed on March 31, 1900. Just a year later 481 miles had been finished; on Aug. 5 last, the completed portion of the line was 517 miles long, leaving only 64 miles to be built. Port Florence, the inland terminus of the road, is on the northeast coast of Lake Victoria. The line will be 581 miles long. The British Government has already transported one steam boat in sections to the lake. The cost of transportation, it was estimated, was about one-fifth of the cost of operating the whole railroad for a year. Two more steamers drawing ten

year. Two more steamers drawing ten feet will be carried by rail to the lake, early next year, as soon as the line is completed next year, as soon as the line is completed. These steamers, plying to various ports on all sides of the lake, will be feeders for the railroad. They will make the commerce of the regions all around Victoria Nyanza directly tributary to the railroad. The great enterprise is already having a remarkable effect upon the people near the lake. The natives are moving to the railroad route. The town of Nairobi has now 8 000 inhabitants and numerous other

now 8,000 inhabitants and numerous other centres of population are rapidly forming.

Mr. Henry M. Stanley said some years ago that over 50,000 porters were then employed along the English and German routes to Lake Victoria. The native demand for European goods was steadily increasing. The commodities at that time imported for the use of the natives and Euro peans amounted to about 1,300 tons annually and the cost of carriying these articles from the sea to the lake was about 1,950,000 a year. He believed that a great increase in the traffic would occur when increase in the traffic would occur when freight rates were reduced by the railroad. We have scarcely any idea of the enorwe have scarcely any idea of the enormous price that is charged in Uganda on the north shore of the lake for American and other cotton cloths. A piece of cloth that is worth 36 cents on the coast is sold in Uganda for \$2.50; in other words, a ton of cloth purchased at the coast for \$570 is worth \$3,990 in Uganda, the difference of \$3,420 being required to cover profit and expense of carriage. It is reasonable to suppose that the demand for foreign commodities will greatly increase as soon as the enormous prices charged for them

The natives of East Africa have had ry little to do with building the railroad. the past two years an average of 22,248 en, of whom 19,742 were natives of India, have been working on the roadbed.
Early next year, as soon as the grading operations and ballasting of the track are completed thousands of the Indian laborers will be paid off and returned to their house. their homes

LIBRARIES AND TROLLEYS. Washington and New York Methods Com

pared as to Courtesy and Care. TO THE EDITOR OF THE SUN - Sir: Having just returned from Washington, after a so vividly impressed upon my mind how that city differs from New York city in various ways, especially regarding the libraries and

Regarding the libraries, when one con trasts the treatment which any stroller re-ceives in the Congressional Library, even if a tramp, so long as he behaves him-and that which people receive in our New York libraries I do not mention these, as it might be considered invidious the ton libraries, every employee, from the Chie Librarian to his subordinates, does his verutmost to facilitate the seeker after informa-tion. Here, in New York, on the contrary, if a visitor gets even a civil word, he may congratulate himself that he is not actually insulted Indeed, it would appear as if the librarians in New York, founded, by the way, philanthropic men to enable even the hor ilor to partake of their advantages, take the utmost pains to insult visitors who wish to consult their books. That this is so, I would refer your readers to the many letters to the newspapers. Hand inexpertus loque Again, take the matter of the trolley care.

and contrast the courteons treatment every passenger receives in Washington with that passenger receives in Washington with that which our citizens daily receive here. In Washington when, for instance, a car stope to let off a passenger, this was my daily experience the confluctor not only brought his car to a standatil but invariably remarked to me. Now, be careful and see if another car is not soming on the opposite track, so you will not be hur!

Now, kindly imagine for a moment a New York conductor on one of our trolley carassying this to an outgoing passenger. Why, the very idea of such a thir a happening here in our city would almost fairly lake our irrestly away. And that this is true! I would appeal to your readers and correspondents who, every little a hile, write to far his expecting their grievances. It this fregard to see nothing at the many and differillings fatel accudents due redely in this strangers. may range to say Abat

of further to 3 and parties of the hard factor and the hard for the ha The managers of our street suites of extensional production of the part of the suite of the suit

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Tuesta High School theres to a gains of of the concest to be desired to the post-conceptances, senice said cetye for to a FRED L. SIGHT MAILER

> thesp Thoughts Carnegie's pocket

AMERICAN BRIDGES IN AFRICA. TUNNEL IN LOWER BROADWAY. er Parsons Says Four-Track Sub

way Would Imperil Tall Buildings. The commission appointed by the Appellate Division of the Supreme Court report upon the proposal of the Rapid Transit Commission to build a subway from City Hall to the Battery and thence under the East River to Brooklyn, held another hearing yesterday at 320 Broadway. W. Barclay Parsons, chief engineer of the commission, was examined by John De Witt Warner, who appeared on behalf of number of owners of Broadway property

pelow Fulton street. It is proposed by the commission that the extension consist of two tracks, but Mr. Warner urged that a four-track road should be constructed. As to the feasibility of laying four tracks Mr. Parsons said that the only way this could be accomplished would be to have two sets of tracks, one would be to have two sets of tracks, one above the other, which would necessitate the digging of a trench seventy or eighty feet deep. Digging to such a depth would imperil such of the tall buildings on lower roadway as are not built on rock foun

Parsons said that the subway, even with two tracks, would greatly reli-ve the congestion of the Bridge traffic. At least one train of eight cars would be run every

minute.

John B. McDonald, who is building the Rapid Transit Railroad, received from Abram S. Hewitt yesterday a replica in bronze of the gold medal which was recently presented to Mr. Hewitt by the Chamber of Commerce in recognition of his services in securing rapid transit for the city. Mr. Hewitt's gift was accompanied by a letter, in which he said:

You are fortunate in having your name.

You are fortunate in having your name connected with this great enterprise, and you have secured the admiration of all good judges for the extraordinary energy and skill with which you have prosecuted your work In acknowledging Mr. Hewitt's gift Mr. McDonald wrote

Commendation from you is high hono and if I shall be able to earn for my practic work some faint reflection of the well-merite public esteem for your great services in the cause of rapid transit I shall be amply repaid

COLER HAS A BOND CHILL. Pears Shea Will Load Up the City With

Bridge Extension Debt. Comptroller Coler put out a statem resterday wherein he pointed out that nless the apparent purpose of the outgoing municipal government to vote bond

sues indiscriminately was abandoned the building of the Rapid Transit tunnel to Brooklyn might be delayed indefinitely. It is understood that the reason for Mr. Coler's warning was founded upon some belief on his part of an intention by the Tammany authorities to endeavor to push through Bridge Commissioner Shea's scheme for an elevated railroad, to be built by the city, from the Park row terminal of the

Manhattan road down Park row, across Broadway and to Cortlandt street ferry.

"While I believe," said Mr. Coler, "in improving the approaches to the present bridge, in order to relieve congestion, still, I think it would be disastrous at this time to the types," prospects to enter into I think it would be disastrous at this time to the tunnel's prospects to enter into an elaborate and costly undertaking for an elevated system on the Manhattan side of the Bridge, which would have the effect of creating only a further congestion on the Bridge, which now has on it all that it can stand, both in the way of weight and traffic."

traffic."

Tammany might initiate such a scheme, but could hardly commit the city to it before Jan. 1. Before the Bridge Commissioner could contract for such a road he would have to get (1) the consent of the majority of the Board of Estimate; (2) the consent of the Rapid Transit Commission, or go to law about it if any alert taxpayer intervened; (3) the consent of property owners on the order of the Appellate Division in lieu thereof; all in less than six weeks.

han six weeks.
Mr. Coler received from Andrew Carnegie
yesterday a letter approving his suggestion
that a constitutional amendment be adopted leaving dock, water and rapid transit bonds out of consideration in determining the bond-issuing capacity of the city.

WHAT GEN. CORBIN DID SAY. Told Reporters He Had Been Asked if He

WASHINGTON, Nov. 21.- Nobody seems to understand just why Gen. Corbin felt called upon to give the newspaper reporters yesterday the impression that the Police Commissionership of New York had been offered him. The General did not say that Mayor-elect Low tendered the place to him, but he did say that he had been asked if he would accept it, and the plain inference from his statement was that somebody in authority had made Of course Gen. Corbin would the offer. not give up his place as Adjutant-General with the rank of Major-General, and o with the rank of Major-General, and of course he could not make as great a suc-cess in the Police Department as he has in the army. Municipal and army methods are quite different and, moreover, if Gen. Corbin should leave the army now he would miss the chance he has of some day being Lieutenant-General. His chance is not very good, but it is among the possi-bilities that he will reach this rank before he retires, as he will be the ranking Major General when Lieut.-Gen. Miles retires

GROWL OVER ROEBLING DELAY. Jimmy Boyle Scents Pull F. R. Bridge

Commissioners Put Off Decision The request of the John A. Roebling's Sons Company, contractors for the steel structural work of the new East River bridge, for a ten months' extension of time was discussed with a great deal of heat at yesterday's meeting of the Bridge Com-

missioners. James W Boyle, the oysterman Commissioner, said after the meeting "If the Roeblings have their way it will mean a delay of a year and a loss of at least

\$2,000,000 Ample time has been given the company and it should be made to I that contract or pay the penalties The Roeblings think they have a olitical pull A decision was postponed until the next meeting of the commission. The com-mission is abolished by the new Charter.

How to fiet Hick From the number opening News If you mant to get rich taker must and potators

The Show Morae Speaks

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KEATING BLAMES ENGINEERS Pollowed My Predecessors in Asphalt, Sals

He-Coler Suggests Plant Building. Comptroller-elect Grout's assertion at he meeting of the Board of Public Improvements on Wednesday, that the city asphalt specifications are so drawn as to prevent open competition, drew from James P. Keating, Commissioner of Highways, yesterday a long prepared statement. The burden of his defence is that the specifications were prepared by experienced engineers and were similar to the specifications used by his immediate

predecessors.

Comptroller Coler said yesterday that
the only way out of the difficulty was for
the city to build its own asphalt plant and o do its own paving.

"PAGAN" O'LEARY

The Story of the Celtic Sea Worshippers and Their Eminent Descendant, Lately Dead

TO THE EDITOR OF THE SUN-Sir: M evening the memory of the late "Pag O'Leary was toasted. Who among the or Celts here in New York now remen "The Pagan?" Only a few Most associates, like himself, have joined majority. As his story puts a que rather grotesque, sequel to an old legand it is, perhaps, worth repeating; but of a must come in its proper place at the end of

the chronicle. Freely-very freely-translated, this is the legend When St. Patrick returned to Iroland.

after his first visit, he converted all the Kings

O'Leary. Now King O'Leary was an o

short order, and among them was King

man of the sea, a vigorous and rough old salt, if there ever was one. He belonged to a sect of pagans who, unlike their brothers, the worshipped the sea, the great mother whom, according to their doctrine, a sprang. Whether or not the sun husband it is impossible to say. The mists surrounding the lower end of the legend h completely blotted out that interesting detail But at all events, the sea worshippers re garded the sun worshippers as reformers Protestant pagans and landlubbers with whom old salts could have little in common Well, King O'Leary was a half agnostic or sceptic with a strong leaning toward the tenets of the sea worshippers. He attended church, of course, but he was no Sunday school teacher. After his baptism by Patrick, he still had his doubts. It was hard for him to abandon his old mother, the sea One stormy night as he sat before the great wood fire in the dining room of his castle overlook-ing the Atlantic, he listened to the roaring of the winds and waves. It seemed to him that even the forest joined in the fury of his foamcrowned mother. Every gigantic wave that smashed against the rocks and made the ground and the castle tremble denounced him as a pervert and a traitor. He shuddered. "What is this mystery of life?" murmured. "Whence are we and whithe

sand Tongues Now that Valley of the Thousand Tongues has sadly degenerated. It is now simply the Valley of Paddy Blake's Echo. There o a fine day, if the echo is in a pleasant mood all one has to do is to shout. "Good luck to you, Paddy Blake!" and the echo will answer back, "Arra musha good luck to you, kindly sir!" But, if it isn't in a good humor, it will simply rumble and roar till it finishes with

must we go? I'll consult the oracle, that

peak which overlooks the Valley of the Thou-

the word, "Blake!" Well, the King called his attendants. Doubtless he said "What he! Within there!" as Kings used to do in the old Bowery. Any-

way the attendants rushed in "Bring me my sword and belt," said his Majesty, and my latest ulster." "Ye gods!" exclaimed his typewriter, "your Majesty would not go abroad this fearful

night!"
Silence, you ticktackling Tom Tit," roared
the King. I not only go abroad, but I go
alone. Back, ye slaves!
And they all skedaddled.
So the King, alone and on foot, walked all
the way to the Valley of the Thousand
Tongues. Arrived there he planted himself
upon a rock and, while the wind tossed his
coalins, he shouted:

Tell me, ye crags of many tongues, and tell me quick, whence are we and whither must we go?"

Like a peal of thunder his words rolled in confusion among the rocks above until they reached the top peak, the oracle, which simply answered: "Go!"

And back from the surrounding hills came the same answer growing fainter and fainter until the winds would hear

no more
His Majesty became enraged. In fury he
drew his flashing sword and, pointing it at
the rocks, he roared again until his voice
sounded like the breakers on Rocksway
Shoals. "Immannered crags" he cried.
"Know ye not that 'tis L, your King, who calls?
Whence are we, I say, and whither must
we go?"

Know ye not that its 1, your king, we be we go?

And again the echoes answered: "Ge!"

"By all the devilfish of the deep!" sworther King, "the oracle knows no more than do Well, I'll go and once gone, I'll his good evening to the religion of Patrick that fond mother who tossed in fathers, that fond mother who tossed in the stranger I'll return to the goodess of my the stranger and ever-changing melodow when she was pensive, showed me beautiful that we have the stranger and ever-changing melodow when she was pensive, showed me beautiful that we highly were dark, flung around me gorgoon epitage in phosphorescent waves when the sid we high lulled me to sleep and sent me brush dreams of far off lands when she found his old faith He died a pagan and as failed to rouse me when danger was ahead so the King returned to his castle and a his old faith He died a pagan and as buried standing erect with his face to be enemies, the Christians of Leinster.

That in substance is the story which Colon O'Leary, one evening in the winter of issuant here is the queer sequel to it.

"Thunder:" exclaimed Pat, "was that he anything to the O'Learys of Cork?"

"He was the father of them all, any second." He was the father of them all, any second." He was the father of them all, any second." He was the broth of a hoy, each the second.

"He was the father of them all o'Mahony, 'and you are his lineal dess."He was the broth of a hoy, 'east solder, 'a man after my own heart, this time forward I'll never be used the a pagan. Hear me, O'Mah Pagan O'Leary!"

The usually gloomy and stern far Head Centre was lighted with 'Well, O'Leary, 'said he 'see to it! paganism must never historica.

Well. O'Leary, said be seen paganism must never interfer patriction. The 'Pagan, who been carrolled in the Fernan order be faithful to the end And promise. He was sent to train late James Stevens employed others in the work of Fernance and the Irish regiments of the particular branch of the bonness was singuisrly successful. It with consulcations bravers in the Army during the Mexican we had a 'pail' with the senderte ready diagonated with the late freedy diagonated with the late freedy diagonated with the late freed convicted of senderte ready diagonated with selection of the freed convicted of senderte senderte freedy alloganate and sending their allegiance and sending their allegiance and sending their made matrix statuments for the point Fagani sedered a valuable matrix to be made matrix statuments of the point Fagani sedered a valuable matrix to be made matrix statuments of the point Fagani sedered a valuable matrix to be point faganitation appeals a purposed to have present to be promised to have made the promised to have present the larger and the matrix of the promised to have present to be promised to have present the larger and the promise and the promised to have been particular to be promised to have present the larger and the promised to have been particular to be promised to have been particular to the promised to the promised to have been particular to the promised to the prom

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